

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM," 2,363 tons Captain H. D. Jones.
 "POWAN," 2,338 " G. F. Morrison, R.M.R.
 "FATSHAN," 2,260 " R. D. Thomas.
 "HANKOW," 3,073 " C. V. Lloyd.
 "KINSHAN," 1,995 " J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).
 These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,998 tons Captain W. E. Clarke.
 Departures from Hongkong to Macao on week days at 2 P.M. Departures on Sundays at Noon.
 Departures from Macao to Hongkong daily at 8 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 219 tons Captain T. Hamlin.
 This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD. AND THE INDIA-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

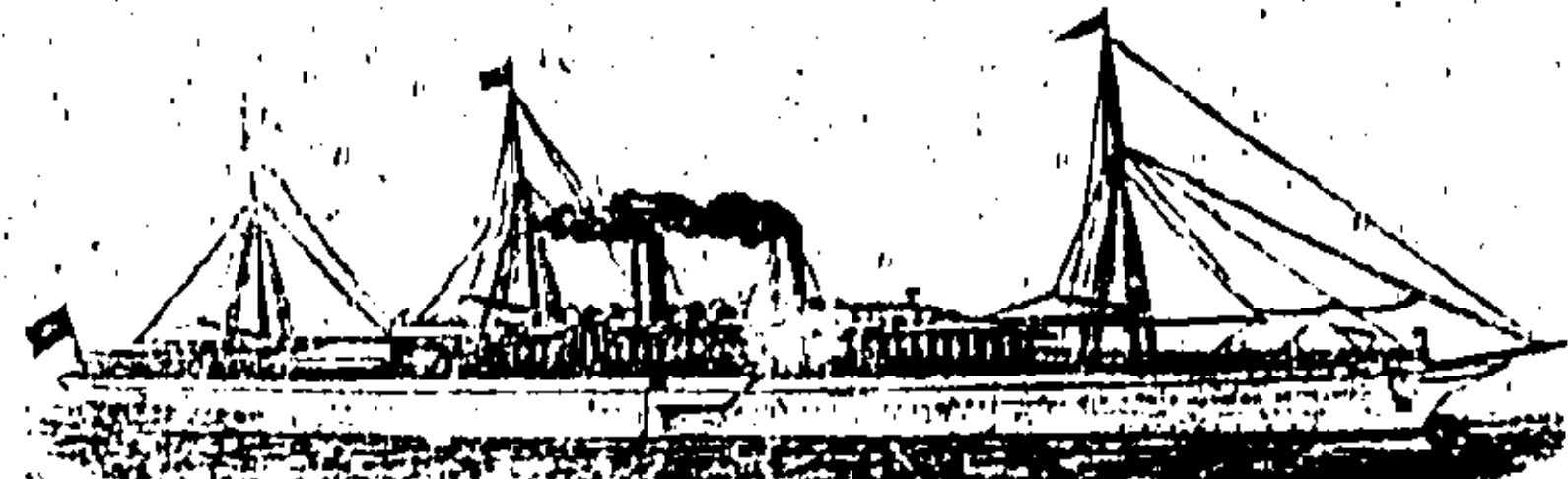
S.S. "SAINAM," 588 tons Captain W. A. Valentine.
 "NANNING," 559 " C. Dutchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., calling at Yunkai, Mahjong, Kunchuk, Kaitong, Samshui, Howlik, Shui-Hing, Luk-Po, Luk-To, Lo-Ting-Hui, Tai-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES:—Canton to Wuchow, Single \$15.00. Return \$25.00.
 Canton to Tak Hing Single \$12.50. Return \$21.00.
 Canton to Samshui Single \$7.50.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.
 Further particulars may be obtained at the Office of the—
 HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
 Hotel Mansions, (First Floor) opposite the Hongkong Hotel,
 Or of BUTTERFIELD & SWIRE,
 Agents, CHINA NAVIGATION CO., LTD.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
 (CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
 SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.
 PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION.)

Steamers.	Tons.	Commanders.	Sailing Dates.
R.M.S. "EMPEROR OF CHINA,"	6,000	R. Archibald, R.M.R.	WEDNESDAY, 18th Oct.
"ATHENIAN,"	7,140	S. Robinson, R.M.R.	WEDNESDAY, 1st Nov.
"EMPEROR OF INDIA,"	6,000	E. Beetham, R.M.R.	WEDNESDAY, 15th Nov.
"TARTAR,"	4,425	V. Davison, R.M.R.	WEDNESDAY, 29th Nov.
"EMPEROR OF JAPAN,"	6,000	I. Pybus, R.M.R.	WEDNESDAY, 13th Dec.

Hongkong to London, 1st Class £14 St. Lawrence £60. Via New York £62.
 Hongkong to London, Intermediate on Steamers, and 1st Class Rail £40. " £42.

THE magnificent Twin-screw "EMPEROR" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VAN COUVER (B.C.) in 12 DAYS, and make connection with the PACIFIC OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.
 R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.
 Passengers booked through to all principal points and AROUND THE WORLD.
 SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.
 For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to
 "Hongkong, 20th September, 1905." Corner Pender Street and Praya, opposite Blake Pier. (10)

HAMBURG-AMERIKA LINIE. (FABRIKATIONER DIENST).

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, OLYMPIA, DORDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

STEAMERS.	DESTINATIONS.	SAILING DATES.
SLAVONIA	HAVRE, BREMEN AND HAMBURG.	18th October.
SEGOWIA	HAVRE AND HAMBURG.	1st Nov.
SENEGAMBIA	HAVRE AND HAMBURG.	15th Nov.
C. FERD. LAEISZ	HAVRE AND HAMBURG.	About 29th Nov.

Freight and Passengers. (Calling at S'PORE, PENANG & COLOMBO).
 Freight. (Calling at S'PORE, PENANG & COLOMBO).
 Freight. (Calling at S'PORE, PENANG & COLOMBO).
 Freight. (Calling at S'PORE, PENANG & COLOMBO).

* Special attention of intending Passengers is drawn to the splendid accommodation of this steamer. Saloon and cabins amply lighted throughout by Electricity. Duly qualified Doctors are carried.

For further particulars, apply to
 HAMBURG-AMERIKA LINIE,
 HONGKONG OFFICE,
 No. 1, Onse's Buildings, 14
 Hongkong, 9th October, 1905.

D. NOMA, TATTOOER, 60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Price Moderate and satisfaction guaranteed as attested by 5,700 Recommendations which I have received from all sources.
 Hongkong, 10th November, 1904.

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR
 SINGAPORE, PENANG, COLOMBO, ADEN, SUZ, PORT SAID, NAPLES, GENOA
 ANTWERP, BREMEN/HAMBURG;
 PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;
 Also
 LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,
 AND SOUTH AMERICAN PORTS;
 Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers
 and Luggage.
 N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
BAYERN	WEDNESDAY, 12th October.
ZIETEN	WEDNESDAY, 25th October.
PRINZESS ALICE	WEDNESDAY, 8th November.
SACHSEN	WEDNESDAY, 22nd November.
PRINZ REGENT LUITPOLD	6th December.
PRINZ HEINRICH	WEDNESDAY, 20th December.
PRINZ BITEL FRIEDRICH	3rd January, 1906.
GNESSEN	WEDNESDAY, 17th January.
ROON	WEDNESDAY, 31st January.
PREUSSEN	WEDNESDAY, 14th February.
ZIETEN	WEDNESDAY, 28th February.
PRINZESS ALICE	WEDNESDAY, 14th March.
SEYDLITZ	WEDNESDAY, 28th March.
PRINZ REGENT LUITPOLD	WEDNESDAY, 11th April.

ON WEDNESDAY, the 11th day of October, 1905, at Noon, the Steamship BAYERN, Capt. H. Förmes, with MAILS, PASSENGERS, SPECIE AND CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 9th October, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 10th October, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 10th October. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement. The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, SAMARAI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration.)

STEAMERS.	TONS.	SAILING DATES.
PRINZ WALDEMAR	3,227	TUESDAY, 17th October.
PRINZ SIGISMUND	3,302	TUESDAY, 14th November.
WILLHARD	4,762	TUESDAY, 12th December.

ON TUESDAY, the 17th October, 1905, at Noon, the Steamship PRINZ WALDEMAR, Capt. C. Woltemas, with Mails, Passengers and Cargo, will leave this port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE. DIRECT FOR YOKOHAMA AND KOBE.

FOR	STEAMERS	ABOUT
YOKOHAMA & KOBE	PRINZ SIGISMUND	TUESDAY, 24th October.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	SACHSEN	WEDNESDAY, 25th October.

* Reaching Yokohama in less than 6 days.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 10th October, 1905.

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-KONGMOON-KAU-KONG LINE.

S.S. "TAK HING" and S.S. "HONGKONG."

SAILING EVERY EVENING AT 7 P.M. (SATURDAY EXCEPTED). THE ROUND TRIP OCCUPIES 36 HOURS.
 THE steamers pass through the silk producing districts, and afford a splendid opportunity for passengers to see the Southern part of the Canton delta.
 Fare for the Round Trip \$12

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 51 DAYS.
 THE steamers sail from HONGKONG to SAMSHUI, SHUIHING, TAKHING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.
 Fare for the Round Trip \$30

These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity. For further information, apply to—
 BUTTERFIELD & SWIRE,
 AGENTS,
 WEST RIVER BRITISH S.S. CO.,
 HONGKONG.

Hongkong, 5th July, 1905.

Hotels.

OCCIDENTAL HOTEL.

EXCELLENT CUISINE.

MODERATE PRICES.

ELECTRIC FANS

TO ORDER IN

EVERY ROOM.

EUROPEAN MANAGEMENT.

ELGIN ROAD, KOWLOON.

Hongkong, 10th May, 1905.

THE ORIENTAL HOTEL, MACAO.

THE above Hotel situated on the PRAYA GRANDE, will be opened on SATURDAY, 11th September, under the Management of J. SANTOS, late of Macao Hotel.

There is splendid accommodation for Visitors, the Rooms being the largest and finest in the Colony. The BILLIARD TABLE which has been purchased from the Hon. Wei Yek is the best in the Far East, and is practically new. SPIRITS and WINES of the best quality. CUISINE—Excellent.

For Terms, &c., apply to

MANAGER.

Macao, 25th August, 1905.

For Sale.

TUBORG BEER.

A FIRST CLASS PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.

Price \$10.50 per case of 48 bottles (quarts) or 6 doz. pints.

Special Prices for Quantities.

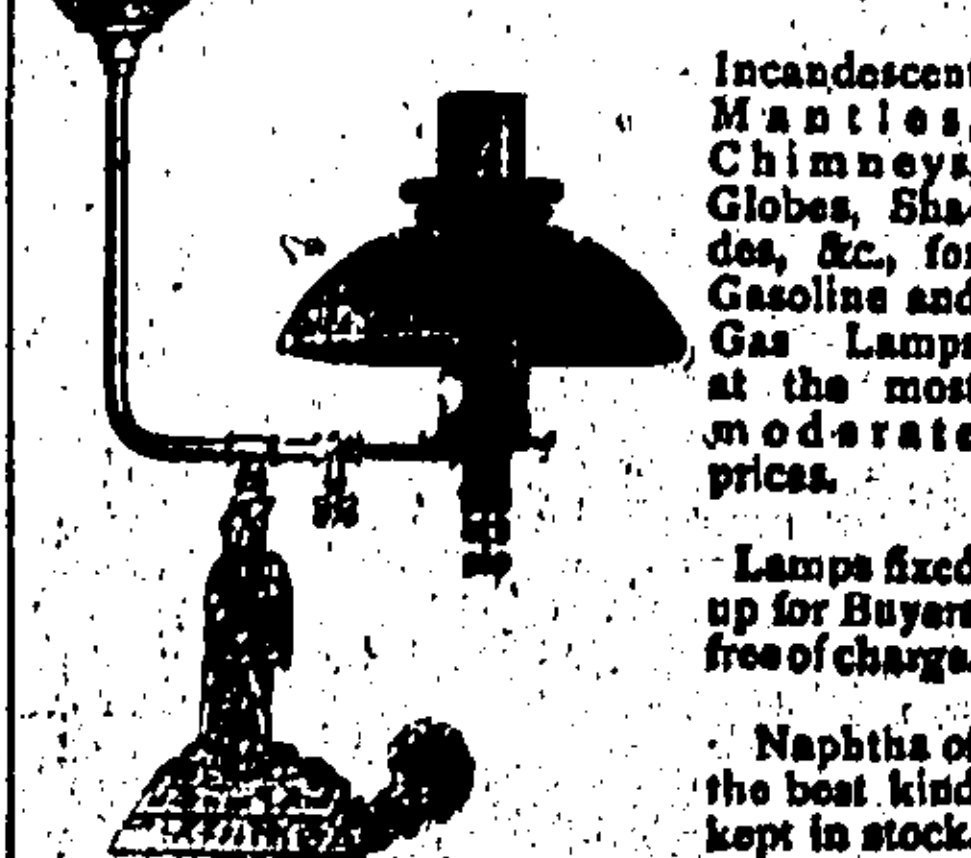
Sole Agents—

SIEMSEN & CO.

Hongkong, 11th January, 1905.

FOR SALE.

INCANDESCENT, Gasoline, Lamps of all descriptions from the best makers.
 Incandescent Mantles, Chimneys, Globes, Shades, &c., for Gasoline and Gas Lamps at the most moderate prices.
 Lamps fixed up for Buyers free of charge.
 Napkins of the best kind kept in stock.



TAI KWONG CO.

56, Lyndhurst Terrace.

Hongkong, 16th November, 1904.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft., bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft., bottom 45.5 ft. Water on blocks, 26.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

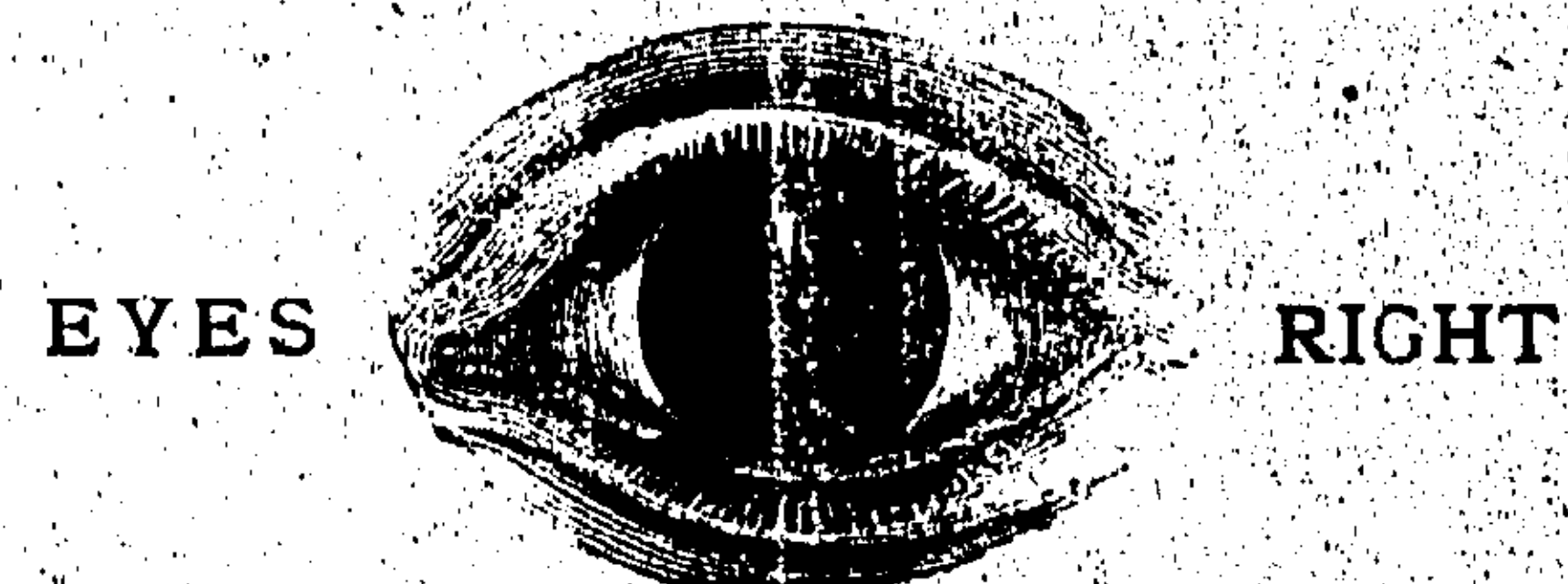
The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 373, 506, or 681

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.
 Liebers, Soetts, A. I. and Watkins.

Yokohama, May 23rd, 1905.

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EYES RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
 10, D'AGUIAR STREET, HONGKONG.
 (One Minute's Walk from the Post Office).

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements. Ask, or write, for Illustrated Booklet on "Defective Sight"—free.
 LONDON, CALCUTTA, SHANGHAI,
 21, John Street, Bedford Row, W.C. 59, Bentlack Street, 566, Nanking Road.
 Hongkong, 24th March, 1904.

F. BLACKHEAD & CO.

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

GROUND FLOOR,
 ST. GEORGE'S BUILDING,
 HONGKONG.
 SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HANI BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c., &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM and
 P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF

SHIPS STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong, 7th March, 1905.

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Gold Medals PARIS 1889 & 1900

Regd. Brand

HARRIS, CALNE & WILTS-England.

REPRESENTATIVES FOR HONGKONG & CHINA.

HOWARD & Co.,

50, Queen's Road Central, Hongkong.

Hongkong, 19th May, 1905.

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THE HONGKONG STUDIO.

HIGHER CLASS PHOTOGRAPHER.

41 & 43, QUEEN'S ROAD CENTRAL, TOP FLOOR.

PORTRAITS, GROUPS, and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS, ALWAYS ON HAND.

PRICE VERY MODERATE.

Hongkong, 11th September, 1905.

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HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED, IN LIQUIDATION.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 7.30 a.m.	Every 30 minutes.
7.30 a.m. to 8.00 a.m.	Every 15 minutes.
8.00 a.m. to 8.30 a.m.	Every 15 minutes.
8.30 a.m. to 9.00 a.m.	Every 15 minutes.
9.00 a.m. to 11.00 a.m.	Every 15 minutes.
11.30 a.m. to 12.45 p.m.	Every 15 minutes.
12.45 p.m. to 1.15 p.m.	Every 15 minutes.
1.15 p.m. to 1.45 p.m.	Every 15 minutes.
1.45 p.m. to 2.15 p.m.	Every 15 minutes.
2.15 p.m. to 3.00 p.m.	Every 15 minutes.
3.00 p.m. to 5.00 p.m.	Every 15 minutes.
5.00 p.m. to 6.00 p.m.	Every 15 minutes.

NIGHT CARS.

8.45 p.m. and 6.15 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m.	Every 15 minutes.
9.00 a.m. to 9.30 a.m.	Every 30 minutes.
9.30 a.m. to 10.30 a.m.	Every 15 minutes.
10.30 a.m. to 11.00 a.m.	Every 15 minutes.
12.00 Noon to 1.00 p.m.	Every 15 minutes.
1.00 p.m. to 2.00 p.m.	Every 15 minutes.
2.00 p.m. to 3.00 p.m.	Every 15 minutes.
3.00 p.m. to 5.00 p.m.	Every 15 minutes.

NIGHT CARS on Week Days.

Extra cars at 11.30 and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALFRED ANDERSON BUILDING, Des Vaux Road Central.

JOHN D. HUMPHREYS & SON, Liquidators.

Hongkong, 12th July, 1905.

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THIS DWARF RAZOR has superseded the old fashioned clumsy Razor and by its use Shaving becomes a pleasure. It is manufactured in Sheffield, England, from a special amalgam of steel which makes it impossible to break, and in consequence it enjoys the largest sale of any Razor in the World. Thousands of Testimonials testify that the little "MAD" is the finest shaving implement ever produced.

Will be mailed to any address on receipt of the price (\$2) post free.

To be obtained from THE MUTUAL STORES, WATKINS, LIMITED, and all first-class stores in the Colony.

Sole Agents for Far East, HOWARD & Co., 20, Des Vaux Road Central, Hongkong.

Agents wanted in every port.

For particulars and terms, apply to—

HOWARD & Co.

Hongkong, 24th November, 1904.

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MEE CHEUNG, PHOTOGRAPHER.

TOP FLOOR OF 1st ROOM.

110, Queen's Road.

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Intimation.

**WM. POWELL,
LIMITED.**

**GENTLEMEN'S
DEPARTMENT.**

28, Queen's Road.
(OPPOSITE THE CLOCK TOWER.)

**NEW
AUTUMN
GOODS
NOW ON SHOW.**

**FELT AND STRAW
HATS.**

**SILK
NECKWEAR.**

**SMART
HALF-HOSE.**

**LIGHT-WEIGHT
UNSHRINKABLE
WOOLLEN
UNDERWEAR.**

**IDEAL
LIGHT-WEIGHT
FLANNEL
SHIRTS**

with detachable
Double Collars to match.

**BLACK & BROWN
GLACE & CALF
BOOTS & SHOES.**

Our Well-known
DRESS SHIRTS,
\$3 to \$6.50 each.

INSPECTION INVITED.

WM. POWELL, Ltd.,
28, QUEEN'S ROAD, HONGKONG.

Hongkong, 7th October, 1905.

Intimations.

A SILLY SAYING.

"It is a common but silly opinion prevailing among a certain class of people that the worse a remedy tastes, smells or hurts, the more efficacious it is." So says a well-known English physician. He further adds: "For example, let us consider cod liver oil. As it is extracted from the fish, his oil is so offensive to the taste and smell that almost everybody shirks it, and many cannot use it at all, no matter how badly they need it. Yet cod liver oil is one of the most valuable drugs in the world, and it is the greatest pity that we have not thus far been able to free it from those repulsive qualities which so seriously interfere with its usefulness." This was written years ago; the work of civilizing and refining it, however, has since been triumphantly accomplished; and as a leading ingredient in the remedy called

WAMPOLE'S PREPARATION

the oil retains all its wonderful curative properties with no bad smell or taste whatever. It is palatable as honey, and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and Extracts of Malt and Wild Cherry, creating a medicine of unequalled power for the diseases most prevalent and fatal among men, women, and children. There is no other remedy to compare with it. It increases the digestive power of the stomach and in Blood Impurities, Weakness, Loss of Flesh, Throat and Lung Troubles, Nervous Dyspepsia, Scrofulous Affections, Thinness and Slow Development in the young, it gives quick and certain relief and cure. Dr. G. C. Shannon, of Canada, says: "I shall continue its use, with I am sure, great advantage to my patients and satisfaction to myself." Has all the virtues of cod liver oil; none of its faults. You may trust it fully; it cannot disappoint or fail. One bottle convinces. Sold by all chemists.

**EXCURSION TRIP FROM MACAU
TO
THE HOT WATER SPRINGS
(KNOWN AS AGUA QUENTE).**

IF sufficient inducement and weather permitting, Mr. T. J. COLLACO, Manager of "Bay View House," Macau, intends to make an Excursion to LUNG-GHA-IT-CHIT, (known as AGUA QUENTE), leaving Macau at 10 P.M. on SATURDAY, 14th instant, to arrive at the Hot Water Springs at 2 A.M. on SUNDAY, 15th instant, and returning at 11 A.M. the same day to arrive at Macau in time for the Excursionists to catch the boats to Hongkong.

All Excursionists will be accommodated in roomy and commodious house-boats which will be towed by a steam-launch especially engaged for the purpose. Arrangements are being made to have an Orchestra to play on the night trip which will be a fine moonlight one.

The fare which includes Dinner on Saturday night, Breakfast and Tiffin on Sunday, is \$5.00 only.

A Bar will be set up and drinks will be served at very moderate prices.

Gentlemen desiring to join the excursion will please send to my agent, Mr. C. DE M. C. V. RIBEIRO, of Messrs. J. C. de Remedio & Co., the sum of \$5.00 in exchange for a ticket which must be presented to me when boarding the Excursion boats which will be alongside the S.S. *Wingchong* wharf.

Tickets must be bought on or before the 10th instant.

If it is not intended to carry out the above scheme for lack of support Mr. Ribeiro will be instructed by me to refund the fare to subscribers.

THEORALDO J. COLLACO.

Hongkong, 6th October, 1905.

**BAY VIEW HOUSE,
MACAO.**

SITUATED at the most Charming Part of Macao's Famous Beach, has just been opened for the public and for the benefit of HONGKONG VISITORS, who travel to this Delightful Resort.

BATHING PARTIES, and indeed every Holiday Seeker on pleasure bent, will find all their wants supplied at BAY VIEW HOUSE.

MORNING TEAS, BREAKFASTS, TIFINS, AFTERNOON TEAS, and DINNERS can be supplied to any number at the shortest notice, and at the most reasonable prices.

On SUNDAYS Meals served *a la carte* from 11 A.M. to 9 P.M.

Only the Finest Brands of WINES and LIQUEURS will be kept in stock.

LIGHT REFRESHMENTS of every description, including Ices, may be had at the lowest prices.

After one trial of the fancy fare at BAY VIEW HOUSE, you will be loth to return to Hongkong.

TELEGRAPHIC ADDRESS:

"BAYVIEW, MACAO."

Macao, 7th June, 1905.

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAIHE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Underclothing, Children's Dresses, and all kinds of Embroidery, materials can be supplied, if required.

The Superiores will also be most grateful for any PAPER, or old ENVELOPES to be made into books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April 1905.

THE INDEMNITY QUESTION.

PROFESSOR MARTENS' OPINION.

M. Martens, one of the Russian delegates, and one of the great authorities on international law, not only of Russia, but of the world, is speaking recently to an American correspondent at Portsmouth with reference to the war indemnity demanded, said that there was no precedent in history where a country whose territory was not occupied in whole or in part by the enemy had paid war tribute upon the conclusion of peace.

Russia, M. Martens said, was not crushed. She was not on her knees begging for peace. She wanted peace, but she could go on fighting for years. Japan had no even approached the true Russian frontier.

"Should Russia consent to pay tribute to Japan in any form," continued the eminent jurist, "it would be her political death. The Powers would understand that she accepted the proposition of President Roosevelt not because she was desirous of an honorable peace, but because her power had been annihilated and she recognized that it was impossible for her to continue the war. It would mean a public confession that Russia is at 'ormouth helplessly kneeling before Japan, imploring peace, and ready to accept any terms imposed. No one will seriously contend that the Muscovite empire is in any such position."

With many interesting historical examples M. Martens then elaborated his thesis that no country had ever paid indemnity except when powerless to confront the enemy on the field of battle and with a large portion of her territory in the enemy's possession as a hostage. In 1871, he pointed out, when Napoleon imposed the peace of Tilsit, French troops occupied practically all of Prussia, and the Prussian family had fled to European Russia. France could dictate terms. She exacted a war indemnity of three hundred million of dollars and garrisoned several Prussian towns with French troops, at the expense of Prussia, as a guarantee of payment. She required that the Prussian army should be reduced to 40,000 men. In 1815 when Napoleon was annihilated, at Waterloo, after the famous "100 days," and the second Treaty of Paris was concluded, the allied Powers occupying Paris as the Prussians did later in 1871, imposed, in addition to other conditions, a war indemnity of \$500,000,000, to be paid in five years, during which time the allied troops were to hold a portion of French territory. That sum, however, was considerably reduced by Wellington at Aix la Chapelle, and France completed the payment of the indemnity in three years.

The largest war indemnity ever exacted was imposed by Prince Bismarck upon France in 1871. It amounted to \$1,000,000,000. But Napoleon III. had fallen. Gambetta was powerless. Prussia was at Paris. The Third Republic succeeded in liquidating the indemnity in two years, while according to the Treaty she had five years' time in which to pay. In other cases, even where a portion of the defeated country was occupied, no indemnity was exacted or even asked. For instance, Russia in 1856, although the Crimean peninsula was occupied by the Anglo-Franco-Piedmontese troops, was not asked to pay tribute. Nor did Austria in 1859, after having been defeated by the Franco-Piedmontese and having lost Lombardy, or in 1866, after having been beaten by Prussia, pay indemnity. Denmark in 1864 lost Schleswig-Holstein to Prussia, but paid nothing.

A new precedent was made by America, added M. Martens, "in her War with Spain. Although victorious and in a position to claim indemnity she ended the war on principle and actually paid \$20,000,000 to the Madrid Government for the Philippines.

"But that," he remarked, "was, as the French say, to doer la pille." Independent of all these considerations, M. Martens said Russia's objection to the payment of indemnity, under no matter what form, came from the fact that in all her history she never paid a double tribute to a foreign Power, not even during the time of her worst defeats under Peter the Great, when a large portion of the country was in the hands of the invader. In conclusion, he called attention to the fact that to pay an indemnity to Japan would be for Russia to create a precedent new in the world's history.

**TERRIBLE BALLOON ACCIDENT
IN OHIO.**

BLOWN TO ATOMS IN MID-AIR.

Greenville, August 21st, John E. Baldwin, the balloonist, was blown to atoms by dynamite in a balloon ascension here to-day, while soaring skyward in an airship in sight of 26,000 persons at the country fair. Baldwin's wife and two children were turned into a horrible calamity.

Airship exhibitions had been given by Baldwin daily during the Fair this week, one of his devices for adding to the thrills of the multitude being the discharge of sticks of dynamite to mark his progress to dizzy heights. He made his ascents unaccompanied, and the exact cause of the accident that ended his career will never be known. Thursday was the Fair's gala day, bringing out the biggest crowd of the week, and every eye was turned on the aeronaut and his machine. Baldwin had ascended a distance of 1,500 feet, without letting off any of his explosives. His airship was sailing like a bird. Then, so quickly that the startled eyes could scarcely mark its transition, the airship changed to a great globe of smoke, then expanded into a cloud.

A few seconds later, while the crowd stood hushed with awe and terror, a crashing detonation cracked the atmosphere and drove the crowd into panic. A single scream from the thick of the crush had preceded the crash, and that was from Baldwin's wife, who stood in a faint.

As the mass of the smoke cleared, fragments of the light material that had constituted the

balloon could be seen dropping earthward and nothing more.

Places of Baldwin's body were picked up over an area of several acres, and when the wreckage was completed they were taken to the morgue.

No one can tell how the accident occurred. The six sticks of dynamite which Baldwin carried with him exploded simultaneously, as only one report was heard. It is supposed that in lighting the fuse, connected with the dynamite he fired the gas in the balloons and that exploded, causing the dynamite to explode also.

There is a possibility that the explosion was premeditated. Yesterday Clarence Ivy, his brother, was found dead in a miserable house where he had been living in abject poverty. His faithful dog was keeping vigil over the body, licking the dead face of its master, when hunters discovered the body. Baldwin, or William Ivy, as his real name was, received a telegram to-day announcing the death of his brother, and was deeply affected. He was heard to remark that there was nothing in life any longer.

Baldwin was 36 years old and was an experienced aeronaut, having given 1,100 exhibitions at fairs throughout the country. He was a war aeronaut during the war with Spain.

Auction.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

**PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
TO-MORROW.**

the 11th October, 1905, at 2.30 P.M., at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street,

**SUNDRY
HOUSEHOLD FURNITURE,**

Comprising—
BEVELLED GLASS WARDROBE, SIDEBOARDS, WRITING DESK, with BOOK-CASE, BEDSTEADS, VIENNA CHAIRS, CROCKERY and GLASS WARE, BABY'S COT, BICYCLES, &c., &c., &c.

ALSO
A small lot of PROVISIONS, one COMBINATION SAFE, and one PIANO by Robinson Piano Co.

TERMS:—As usual.
HUGHES & ROUGH,
Auctioneers.
Hongkong, 10th October, 1905.

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.

Hongkong 28th May, 1905.

Dentistry.

DR. M. H. CHAU,
THE LATEST METHOD

of the

AMERICAN SYSTEM OF DENTISTRY,
37, DES VOEUX ROAD CENTRAL.

From the University of Pennsylvania, U.S.A.
Hongkong, 22nd July, 1905.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUIAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 10th July, 1905.

Intimations.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net **\$4.75** per Cask ex Factory.

In Bags of 50 lbs. net **\$3.50** per Bag ex Factory.

SHEWAN TOMES & Co.,
General Managers.
Hongkong, 30th September, 1905.

THE REAL THING AT LAST.

TRY FUSSELL'S EVAPORATED CREAM. No preservative of any kind is used. This is absolutely guaranteed.

H. RUTTONJEE,

No. 4, D'Aguiar Street.

AND

No. 56 to 58, Elgin Road, Kowloon.
Hongkong, 30th September, 1905.

NOT RESPONSIBLE FOR DEBTS.

NEITHER THE CAPTAIN, NOR THE AGENTS, NOR THE OWNERS will be RESPONSIBLE for any DEBTS contracted by the Officers or Crew of the following vessels during her stay in Hongkong:
Chrysanthemum, American 4-masted schooner, Captain J. H. Jones—Master.

Consignees.

**NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.**

NOTICE TO CONSIGNEES.

THE Steamship

"PRINCESS ALICE."

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk in the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 4 P.M. TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 16th instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, 16th instant, at 10 A.M.

All Claims must reach us before the 21st instant, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD.

MELCHERS & Co., Agents.

Hongkong, 9th October, 1905.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "RENAIDER,"

FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 16th instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 23rd instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 16th instant, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & Co.,

Agents.

Hongkong, 9th October, 1905.

FROM HAMBURG, BREMEN, ROTTERDAM, ANTWERP, PENANG AND SINGAPORE.

THE H.A. L. Steamship

"SENEGAMBIA,"

Captain Peter, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th instant will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 13th instant, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE.

Hongkong Office.

Hongkong, 6th October, 1905.

BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.

FROM RANGOON AND STRAITS.

THE Company's Steamship

"ZIBENGHLA,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. TO-DAY, the 6th instant, will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.,

Agents.

Hongkong, 6th October, 1905.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamer

"COROMANDEL,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo from
From London, &c., ex S.S. *Manilla*,
From Australia, ex S.S. *Victoria*,
From Calcutta, ex S.S. *Siamra*,
From Persian Gulf, &c., ex B. I. S. N. and B. & P. S. N. Co's Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 4 P.M. TO-DAY.

Goods not cleared by the 11th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns.

L. S. LEWIS,

Acting Superintendant.

Hongkong, 6th October, 1905.

Intimations.



**THE POPULAR
SCOTCH
IS
"BLACK & WHITE"**



JAMES BUCHANAN & CO.

SCOTCH WHISKY DISTILLERS.

By Appointment to

H.M. THE KING

and

HERE THE PRINCE OF WALES

Supplied at all the LEADING CLUBS and HOTELS, and to be obtained from the principal Stores.

GO TO

WEISMANN'S

FOR YOUR

BREAD.

THE ONLY

EUROPEAN BAKERY

IN THE COLONY.

Hongkong, 1st September, 1905.

[45]

THE WINE GROWERS

SUPPLY CO.



BARRETTO & Co.,

General Agents, Hongkong.

Intimations.

A. S. WATSON & CO.,
LIMITED.WINE & SPIRIT
MERCHANTS,

HAVE BEEN APPOINTED AGENTS

FOR MESSRS.

ROBERT PORTER
& CO.,

BOTTLED BY THE FAMOUS

BULL DOG
BRAND

RASS ALE, GUINNESS' STOUT,

AND

LIGHT ALES.

PRICES:

PER CASE

"BULL DOG" Bass Ale	12 doz. ptes. \$15. Per doz. ptes. \$3.25
"BULL DOG" Light Ale	4 " ptes. \$18. " ptes. \$4.50
"BULL DOG" Light Ale in Champagne Bottles (specially brewed for this climate)	8 " ptes. \$24. " ptes. \$3.00
"BULL DOG" Guinness Stout	12 " ptes. \$27. " ptes. \$2.25
"BULL DOG" Guinness Stout	8 " ptes. \$24. " ptes. \$3.00
"BULL DOG" Guinness Stout	12 " ptes. \$28. " ptes. \$2.33

A. S. WATSON & CO.,
LIMITED.

ALEXANDRA BUILDINGS.

ESTABLISHED A.D. 1841.

Hongkong, 23rd September, 1905.

\$16.00

WILL BUY A CASE

OF

GREGOR & CO.'S

IMPERIAL

HIGHLAND

WHISKY.

NOT ONE OF THE BEST,

BUT

THE BEST!

GREGOR & Co.,

34, QUEEN'S ROAD CENTRAL.

Hongkong, 15th June, 1905.

On 1st October, at Chefoo, the wife of RICHARD G. SMITH, of a son.

MARRIAGE.
On 2nd October, at Shanghai, LILIAN ALICE, daughter of James Park, of Melbourne, to HENRY EDGAR, son of the late Thomas R. Kingston, of Melbourne.

The Hongkong Telegraph

HONGKONG, TUESDAY, OCTOBER 10, 1905.

THE Y.M.C.A.

After a very lengthy interval of silence, the Committee of the Young Men's Christian Association have at last condescended to reply to what they term the "scurrilous" and "rancorous" remarks—although we are certain the majority of our readers will scarcely endorse these terms—which have been made in this column regarding the working of the Association. The Committee do not, deign to answer *seriatim* the statements we made on the questions with which we dealt, holding that the real "charge" against the members of the Society is that they have "deliberately decided to exclude from their membership certain classes, namely, non-Europeans and Service men." According to the statement, which we publish elsewhere in this issue, the Association consists of 160 members, 80 of whom are righteous individuals, while the other 80 are free-lances, nomadic persons who do not claim to belong to any church. Of the first 80, thirteen compose the Committee of Management, which takes the credit for all the transactions that have served to evoke the criticism of those who are interested in the welfare of the Association. It should be understood, in the first instance, that whatever we have said against the operations of the Y.M.C.A. has been said in a spirit of good-will and friendship. The Y.M.C.A. is an admirable institution, which has proved a boon to many a young man in the United Kingdom and America. Its aims and objects in the West are irreproachable; it has the sympathy of the entire community, and any criticism that has arisen with reference to the Hongkong branch has been the outcome of a spirit more of sorrow than of blame. In the first place, then, when we suggested that class distinctions were being fostered within the Association we were stating a fact which was admittedly a regrettable feature of the Hongkong branch. It is not denied by the Committee themselves that class distinctions—or as it is euphemistically described "certain limitations to membership"—have gained the support of those responsible for the management of the organisation. And the amazing plea is put forward that probably each one of the 80 who are church-goers and Christians is actuated by a certain amount of class prejudice. In the case of a society which designates itself as the Young Men's Christian Association this admission of fallibility and weakness is at least creditable as an evidence of sincerity, although it is an unworthy stain on some of the members. For we are absolutely convinced from the results of the meetings lately held behind locked doors at the Y.M.C.A. this spirit of exclusion is not generally shared. The very fact that a meeting of members specially convened to discuss the question of whether Service men—the wearers of His Majesty's uniform—should or should not be admitted to membership was of the opinion by a large majority that they should be admitted indicates clearly that class distinction is not the fetish of the members generally, if it be one of the special tenets held by the Committee of Management. Then again on the question of the admission of non-Europeans, can the Committee of Management honestly lay their hands on their hearts and declare that the Association is absolutely free from the non-European element? Of course they cannot. Any non-European, we venture to think, who has the advantage of influence or position will find his way to membership—and good luck to him. So that on the point that non-Europeans are not admitted to the Y.M.C.A. we would submit that the Committee of Management have failed to make out a good case. Why do they not say at once that non-Europeans or non-anybody else will be admitted provided they can obtain the support of a few of the leading members of the Committee? For that is what it amounts to, and we defy the Committee to deny it. After all there are many non-Europeans whose society and intellect are quite on a par with some of the European members. There are no doubt many objectionable non-Europeans, but who will dare to say that all Europeans in Hongkong are such delightful companions and bear such immaculate reputations that they would be entitled to admission to any institution? Moreover, members are elected by ballot. If the Committee desire to exclude any candidate for admission they have only to exercise their privilege of the poll. Many a young man who has been born in Hongkong—and that would seem to be a misfortune to plague their whole lives in the eyes of the Committee—has been approached on the subject of joining the Y.M.C.A.,

but he has refrained from pushing his claim. No doubt Australians, Canadians, West Indian creoles and all the rest of our kindred beyond the seas would be equally ineligible in the same circumstances because they did not happen to be European. Oh blessed word! The wisdom of the Hongkong Y.M.C.A. has evolved in the word "European" a modern equivalent of that blessed term "Mesopotamia," and roll it round their tongues with equalunction. Yet these very same non-Europeans, most of whom would doubtless fancy themselves the equal of Europeans generally, those very same Japs, for example, who are honoured by our King, would be readily admitted to any Y.M.C.A. in the United Kingdom, if not in America. But then only the aristocracy of Great Britain come to Hongkong to earn a livelihood—and to complain that they cannot live on their incomes—and they could not demean themselves by associating with lesser mortals. It is a sad commentary on the ways of the Far East to-day. The associates, those inconspicuous negligible people who don't go to church and profess nothing, are not responsible for anything done at the "club." One can imagine the stinging attack which a member might make on an associate who attempted to influence the Y.M.C.A. "Who is that speaker," a member would trenchantly remark. "Only an associate, a Philistine, in the camp, a nonentity, a presuming houndscroop." And the poor associate would be squelched once and for all. But these associates, we are told, join on account of the club features of the Hongkong Y.M.C.A. It would be interesting to learn what those club features have been in the past. A billiard room, with perhaps a single table, a reading room with a few magazines and newspapers, a library with some standard authors represented in it, and a balcony, where they may listen to the strains of the Hongkong Hotel band on Saturday nights. There is or was a swimming club, and perhaps there were other features of abounding virtue not known to the public; if there were, we may be quite sure that they were all "extras," and "extras" which could be taken advantage of by outsiders who had not paid the initial fees. The system in vogue at the Y.M.C.A. is vaguely described as the "metropolitan plan." Taking the word "metropolitan" to mean towns such as New York, Boston, London or Manchester, is it not absurd to precipitate such a system upon a tiny spot in the Far East, where the conditions are so entirely different? If they had said they followed a "cosmopolitan plan" one could have understood it; but preserve the Hongkong Y.M.C.A. from the rabble, the non-European Christians. Of course, there is a Chinese Y.M.C.A. here, and it is admirably conducted. But just as all Chinese might not care to rub shoulders with each and every European who traced his origin to the purlieus of Soho, or the alleys of Montmartre, so every non-European might not desire to come into contact with Chinese with whom he had no interests in common, and for whom association and good fellowship would be impossible on either side. It is all very well to say that the backers of the Y.M.C.A. have told the Committee of Management to move with caution. The Committee have moved with such an excess of caution that they have never succeeded in paying their way. They have charged a big entrance fee, a comparatively large monthly subscription, and have determined that all the so-called "club features" should be considered as "extras" and paid for accordingly, yet there is no money in the venture. Month after month the backers have found that as the result of this wonderful caution they were called upon to pay but sums from the guarantees they had offered. Would it not be wiser if the Committee of Management showed some enterprise instead of so much caution? We submit the idea with all diffidence. And now as to the Service men who applied for admission. Kipling has written of the people who speak of the "thin red line of heroes" in time of war and can only find contemptuous phrases for the soldiers and sailors in the piping times of peace. Of course, peace prevails to-day and we have no use for the "soldiers of the King" or the men of "the King's Navy." Perhaps the soldier is himself to blame, for was it not a soldier who said to a black water-carrier "You're a better man than I am, Gunga Din"? But, seriously, is it not to the credit of these soldiers that they should have desired to join an organisation such as the Y.M.C.A. even if it were the Hongkong branch conducted on the metropolitan plan? The entrance subscription is not a light one, and much self-denial must have been represented in the saving of the money required; for a soldier's pay is small and his needs great. Now we are told that Service men will be admitted. And here follows the extraordinary words—"And any persons who might apply." What does that mean? May we take it that after all the Committee of Management have seen the error of their ways and that non-Europeans are actually to be admitted? If that

be the real explanation, then all we have said of the Hongkong Y.M.C.A. is withdrawn, our contention for an "open door" policy has been accepted and acted upon, so that the main grievance we voiced against the Y.M.C.A. is cleared away. Still the introductory paragraphs extending over a column do not lead to that halcyon view; the sentence which states that "any persons who might apply" will be admitted, comes with a rush at the very end of the Committee of Management's statement, without point or flourish. Perhaps we have been over-strenuous in appealing to the better instincts of the Committee of Management, but at any rate we have led them to consider this question of class distinction and class prejudice, and if we have induced them to admit "not only Service men, but any persons who might apply" our end is attained.

LOCAL AND GENERAL.

THE English mail of the 9th September was delivered in London on the 7th inst.

It is reported that a Chinese commission will be sent by the Board of Revenue to investigate the minting of copper coins in the various provinces.

THE Chinese Government has telegraphed to the Viceroy and Governors to ascertain whether the abolition of the tiffin stations can be carried out at once.

A TOKIO despatch to the *Shimpo* says that the battleship *Retvisan*, which was raised a few days ago at Port Arthur, has now been renamed the *Hsien*, after the province in which Nagasaki is situated.

THE U.S. cruiser *Cincinnati*, which recently went aground in the Hungo Channel on her voyage from Japan to Shanghai, arrived at Shanghai on Thursday, the 9th inst., and moored at the Norddeutscher Lloyd Bury.

THE Government has telegraphed to the Viceroy and Governors, requesting them to consider the advisability of imposing a poll tax throughout the Empire. The adoption or rejection of the measure depends on their reports.

THE work of floating the *Novik* at Korsakoff is progressing. As the nature of the damage is not severe, she will be floated in the near future. The *Nicht* says that the cruiser was built under the special instructions of the late Admiral Makaroff.

CAPT. F. S. Ward, aide-de-camp to H.E. the General Officer Commanding, requests us to contradict the statements which have appeared in a morning contemporary to the effect that he had shot four pigs, and that he was bitten by a scorpion while in Horace.

THE southern and northern troops of the Pei-yang army were to commence military manoeuvres from Sunday last at Hsien-fu and all the foreign military attaches in Peking applied to the Waiwupu for their permission to proceed to the scene of the manoeuvres.

IT is reported that the U.S. Government has recently wired to the U.S. Minister at Peking to inform the Waiwupu that the bill relating to the Chinese exclusion treaty will not be placed before Congress till January, 1906. However, further details are still awaited.

MR. H. E. Pollock, K.C., returned from Shanghai to-day. Mr. Pollock was retained for the plaintiffs in the case of Messrs. Dodwell & Co. v. E. J. Moss, at the Supreme Court, which opened on Thursday. He was introduced to Mr. Justice de Saumarez on Wednesday and admitted to practice in the Shanghai Supreme Court.

BEFORE the Hon. Mr. Basil Taylor, Marine Magistrate, Mr. McIvor, Inspector of Junks, prosecuted Cheung Wing Tai, master of junk *Choy Lee* for persistently refusing to obey complainant's orders. A complainant found the junk in question alongside the Naval Yard Extension without a special permit, and told the master to go to the proper junk anchorage. As the man demurred complainant warned him if he were not away within half an hour he would be prosecuted. The junkmaster ignored the order, hence these proceedings. Asked what he had to say defendant said he was "very busy." Pressure of business cost him \$20.

A SPECIAL telegram has already appeared in our columns on the good impression which the new Alliance has made on China, and we now learn that their Majesties, the Emperor and the Empress Dowager, are quite satisfied with the Treaty, and Prince Ching thinks that by the new Alliance China has been saved from the incessant intrigue and aggression which Russia, Germany, and France have hitherto cast around her, and that from now the integrity of her territory and the protection of China's interests is guaranteed. H.E. Viceroy Yuan Shih-kai is also impressed as to the benefits the Alliance between Great Britain and Japan will confer upon China.

THE *Nanfengpao* understands that an additional viceroyalty is to be created in China, and that the new Viceroy will reside at Mukden and have jurisdiction over Kirin and Heilungkiang. The Government proposes to place the three provinces of Honan, Shantung, and Shansi under the jurisdiction of the Viceroy of Chihli. The attaches and interpreters attached to the Commission going abroad have left Peking for Shanghai, but the date of the departure of the Commissioners is undecided. H.E. Yang, Minister to Japan, has been commanded by Imperial Rescript to effect the arrest of the Chinese Revolutionary Party in Japan, the Peking authorities being certain that the bomb outrage was perpetrated by revolutionaries.

DISTINGUISHED ENGLISH VISITORS

ARRIVE IN HONGKONG.

Among the arrivals at Hongkong to-day are several distinguished Englishmen, including Sir Michael Hicks-Beach, M.P., Sir Edward Boyle, K.C., and Mr. Balfour Brown, K.C. These gentlemen, with whom are Lady Lucy and the Misses Hicks-Beach, are on their way to Singapore in connection with the Tanjong Pagar Dock Arbitration.

Shortly after noon the distinguished party went to Headquarters House where they were entertained at tiffin by H.E. the General Officer Commanding, Major-General Villiers Hatton, and Mrs. Hatton with whom were also Col. Fitton, D.S.O., and Major Chichester, D.A.A.G.

This evening the visitors will be the guests of H.E. the Governor, Major Sir Matthew Nathan, and to-morrow will continue their voyage to Singapore. The *Japan Mail* makes the following reference to the visit, to Japan, of the Ex-Chancellor of the Exchequer:—"To those who saw the eminent British statesman when he landed in Yokohama on Sunday, the nickname which the House of Commons tacked onto him in years gone-by, 'Black Michael,' seemed hardly to apply. But though time has blanched his erstwhile raven locks, it has not bowed the tall, thin, wiry figure, and he still carries himself as though quite unconscious of the burden of years."

GHASTLY FIND

IN THE NEW TERRITORY.

In September, 1903, one Lo San Kin, a farmer, living at Au Tai, in the New Territory, disappeared and was seen no more in his native village. No suspicion was aroused at the time, but later, two men and a woman, neighbours of the man Lo, also disappeared, and it was then believed that they were concerned in the mysterious disappearance of Lo. Last month the two men returned to Au Tai, and as their conduct appeared suspicious their affairs were investigated, and from certain information received by the police, the backyard of the house where Lo had lived was dug up, and his body was discovered, and identified by the neighbours. It had a wound through the back of the neck—evidently inflicted by a knife which had been inserted in the mouth—while a rope was tied tightly round the throat. Near the body was a knife believed to be the one with which the wound in the neck had been inflicted. This knife when shown to the neighbours was recognized by them as the property of one of the men who had just returned to Au Tai, after nearly two years' absence. The men were, then, arrested and now await their trial on the capital charge. A curious circumstance in connection with this case is the fact that, after having been buried for upwards of two years, the body when exhumed appeared to be quite fresh, and showed the mark of a blow inflicted on the forehead by some heavy blunt instrument. The neighbours upon the finding of the body state that they remember that the two men and the deceased had a quarrel just before the mysterious disappearance of the latter, owing to his advising them to call back the soul of one of their kinsmen who had just died, and one of the men, now arrested, is said to have flung a stone, forcefully at his head. The woman concerned has not been traced so far.

KITENS AND OPIUM.

A 'CUTE' TRICK.

When the cargo junk 223 arrived in the harbour yesterday, Sergeant Garrod, in the usual course of his duty, boarded her to search for anything illicit. He found nothing and was leaving the junk when two little kitens in a basket attracted his admiring attention. He picked one up and stroked it, and then found both his hands smothered in opium, and an examination showed that the kitens' "little Marys" were smeared thickly with the drug. The owner's arrest was followed by a fine of \$20 or three months' hard labour.

THE other morning as the C.N.S. *Manchang* was going up the river at Shanghai she grounded off the Pootung Point, and the tide being on the ebb, remained there until noon, in spite of the efforts of the tug *Fukien* to tow her off. When the flood made she was towed off, without having suffered any damage.

FIVE cooks from Leighton Hill Road and Morrison Gap Road were fined \$10 each for being found in the servants' quarters of the residence of Mr. Goldenberg, No. 4 Morrison Hill Road, without his permission at 2.30 a.m. to-day. As the men had not the wherewithal to pay their fines some of the residents in those localities are having trouble to-day regarding their culinary arrangements.

ON Sunday night a Chinaman was passing along Bonham Street when he heard sounds issuing from No. 23 which told him evidently practiced ear that a gambling game was in progress within that house. Recollecting that his purse was empty he saw in this circumstance a fine opportunity to replenish his funds, and accordingly, seizing the opportunity, thus presenting himself, he rushed into the house, and into the room where the gamblers were playing, yelling "police, police." Instantly there was consternation in the hearts of the gamblers, and a hurried flight, helter skelter, ensued, the players in their haste to get away from the supposed minions of the Law leaving their paraphernalia and money behind them. The alarm promptly grabbed the money, amounting to some \$100, and then did the vanishing act, and he has not been seen or heard of since. But one man is his haste to get away up on to the roof missed his footing and fell plumb to the street below, from a window on the second story. He was picked up and removed to the Government Civil Hospital, where he expired a few minutes after admission.

TELEGRAMS

HONGKONG TELEGRAPH SERVICE

THE NEW DOMINION.

RUSSIA OPERATING MINES.

CHINESE ALARMED.

[From Our Own Correspondent.]

Shanghai, 10th October.

1.35 p.m.

It has transpired that the fact of Russians operating the mines in the New Dominion has impressed the Lama with the extent of Russia's power.

The Chinese being greatly alarmed, military have been ordered to be posted in the territory.

[In connection with the above wire the following telegram, dated from Peking, on 3rd inst. and printed in the *N. C. H. News*, is of interest.—It has been discovered that a certain Chinese official has privately sold a petroleum mine at Kuchien in the New Dominion to Russians and negotiations are now proceeding between the Waiwupu and Mr. Pokotloff, the Russian Minister in Peking, in the matter.—H.K.T.]

THE BRITISH SQUADRON IN JAPAN.

BRILLIANT FUNCTION.

[From Our Own Correspondent.]

Shanghai, 10th October.

1.35 p.m.

Admiral Sir Gerard Noel, the commander-in-chief of the British China Squadron, held an "At Home," on board of his flagship, the *Diadem*, at Kobe yesterday.

In the evening he gave a dinner on board of the *Diadem* at which a large company was present.

It was a most brilliant function.

The squadron left Kobe to-day.

[In regard to the naval assembly in Tokyo Bay, various references to which have already appeared in our columns, a recent number of the *Japan Mail* contains the following paragraph:—

"The great naval demonstration which is to take place in Tokyo Bay will probably be in the middle of October. A powerful British Squadron will be present as well as a large part of the Japanese fleet. The occasion will mark the end of the war on sea. All the auxiliary cruisers will then be released and there will be a celebration in honour of the restoration of peace. A grand banquet at the Palace is spoken of. We presume that Admiral Togo and his distinguished fellow-commanders will be obliged on that occasion to show themselves to the public and to receive the ovation which their countrymen long to give them."

The following items bear out the report which appeared in our columns several weeks since:—

The British Consul at Nagasaki has informed the *Nagasaki Press* that H.M.S. *Iteta* (torpedo depot ship), accompanied by five torpedo-boat destroyers, will arrive at Nagasaki on October 13th and remain until the 27th. Admiral Sir Gerard Noel, K.C.B., Commander-in-Chief of the China Squadron, will visit Yokohama, arriving there about October 6th, and Kobe about 21st, with a Squadron consisting of the *Diadem* (flagship), *Andromeda*, *Hogue*, *Sulley*, *Atreus*, *Bonaventura*, and six torpedo-boat destroyers. This Squadron, or part of it, will visit Nagasaki at a later date, not yet fixed.

The *Mainichi* states that the Imperial Household will give a banquet in honour of the officers of the British and American warships during the visit of the Squadrons in Japan. Among those who will be present at the banquet are the Crown Prince and all the other Imperial Princes, all the Ministers of State, the Foreign Ministers at Tokyo, and a number of the highest Japanese Officials.

Admiral Noel, with the *Diadem* and three other ships, entered Chinampo on the 23rd ult. The British Squadron was warmly welcomed by the local Japanese residents.—Ed., H.K.T.]

ONE curious result of the American boycott came to light yesterday when Sergeant Watt discovered in the Wong Chai firm at 22 Wing Lok Street a large quantity of American cigarettes wrapped in labels bearing what was supposed to be the British American Tobacco Company's trade mark. The cigarettes were seized and the owner arrested and charged before Mr. F. A. Hazell with the infringement of the trade mark of the company, and the case was remanded.

SHIPPING AND MAILS.

MAILS DUE.

Canadian (*Albatross*) 15th inst.
Indian (*Lutetia*) 16th inst.
French (*Saluste*) 16th inst.
Australian (*Tainan*) 17th inst.
American (*Doric*) 22nd inst.
German (*Prinz Sigmund*) 23rd inst.
Canadian (*Empress of India*) 23rd inst.

The C. P. R. Co's s.s. *Tartar* arrived at Vancouver at midnight, on 7th inst.
The O. & O. S. Co's s.s. *Doric* will sail from Yokohama to-day, and is expected to arrive here on 22nd inst.

The Mogul Line s.s. *Letham* from Glasgow, Liverpool, and Middlesbrough, sailed from Singapore yesterday evening.
The *Tata* China Japan Line s.s. *Empress* left for Hongkong direct for this port on 9th inst., and may be expected here on 17th inst.
The P. & O. Co's s.s. *Chelona* will sail for Hongkong on 11th inst., and is expected here on 17th inst.
The *Empress of India* will sail for Hongkong on 17th inst.

TELEGRAMS.

[Ruler's.]

The Straits Command.

Colonel Inigo Jones, C.B., Scots Guards, has been selected to command the troops in the Straits Settlements.

Colonel Inigo Richmond Jones, is the Lieutenant-Colonel commanding the Scots Guards with whom he served in the Egyptian campaign at Soukhim, 1885. In the late war he was the Major-General in command of the Guards.—Ed., H.K.T.]

The "Matin" Disclosures.

The *Matin* continues its disclosures of the Morocco embargo, and now affirms that England offered M. Delcassé to mobilise the fleet, seize the Kiel canal, and land 100,000 men in Schleswig Holstein.

The offer would be confirmed in writing if France so wished.

The Suez Canal.

The Suez Canal is re-opened.

Imports to September show an increase of £2,658,642 and exports an increase of £3,421,801.

Moscow without Newspapers.

No newspapers are being published in Moscow in consequence of a strike of compositors.

The Prince and Princess of Wales' Tour.

The Prince and Princess of Wales will leave Genoa on the 21st instant.

[N. C. D. News.]

Plague in Manchuria.

Plague has broken out in the neighbourhood of Lake Dalai-nor (or Kulin), on the western borders of Manchuria. The Trans-Baik provinces are declared infected.

The Grand Old Marquis.

Marquis Ito was received in audience by the Emperor this afternoon.

A Commercial Celebration of the Alliance.

Marquis Sainji (leader of the Suiyukai) and Count Okuma (leader of the Progressives) are to speak to-morrow before the Associated Chambers of Commerce, which propose to hold grand celebration of the Anglo-Japanese Alliance on Friday.

The Progress of Princess Alico.

Miss Roosevelt has arrived at Yokohama.

The Panic in Peking.

Since the bomb outrage, the people of Peking have been in a state of alarm. It is feared that rioters may attack the residence of the High Commissioner at Wanshohshan, and precautions are being taken accordingly.

A Boycott in Bengal.

A Kobe consular telegram says that the boycott of foreign goods in Bengal is spreading, but the demand for Japanese goods is increasing.

Thibetan Negotiations.

The Chinese Envoy, Tang-Shan-yih, who came to India to discuss the Thibetan question with the Indian Government, has left for China on the plea of ill health, without having concluded the negotiations in regard to Thibet. [The Chinese Envoy went to India some months ago to negotiate direct with the Indian Government. The Chinese Government intends now to treat direct with the Government at London.—Ed., S.T.]

Lord Minto's Departure Delayed.

Lord Minto has changed his plans, and it is now arranged that he will leave Vauxhall on Nov. 3rd, and arrive in Bombay on Nov. 17th.

French Sugar Failure.

The Paris market is depressed in consequence of the failure of the Lucanade Valley—an important sugar company.

Director's Sudden Death.

M. Laboulaye, a director of the Egyptian Sugar Refineries Company, with which the late M. Cronier, who recently committed suicide, was connected, has died suddenly at Cairo.

M. Witte.

M. Witte on his arrival at St. Petersburg, was enthusiastically greeted at the railway station.

M. Witte held a long conference with Count Lamsdorf yesterday.

Prince of Wales.

The King has invested the Prince of Wales with the Grand Cross of the Star of India and the Indian Empire.

The New Lord Mayor.

Alderman Walter Vaughan Morgan, the proprietor of *Who's Who* and various trade papers, has been elected Lord Mayor of London for 1906.

Royal Visit to India.

Captain the Hon. Hugh Tyrwhitt, M.V.O., has been appointed Commodore in command of the battleship *Renown* in which the Prince and Princess of Wales proceed to India, and his brother, the Rev. Hugh Tyrwhitt, has been appointed Chaplain to their Royal Highnesses during the tour.

[Captain Tyrwhitt, M.V.O., has been Private Secretary to the First Lord of the Admiralty since 1902.—Ed., S.T.]

THE INTERPORT RIFLE MATCH.

HONGKONG SHOTS ON THURSDAY.

The Hongkong team will fire off this annual event on Thursday next, the 12th instant, on the King's Park Range at 2 o'clock p.m.

The following have been selected to form the team:—Ar. Sergt. Simons, R.W.K., Col. Sergt. Sp. mtr, R.W.K., Col. Sergt. Bullock, R.W.K., C. P. O. W. Manning, R.W.K., Mr. J. Welsh, R.W.K., Mr. J. Parkes, Mr. J. C. Goss, Capt. G. P. Lammer, H.K.V.C., Sergt. R. Lapsley, H.K.V.C., and Sergt. J. Andrews, H.K.V.C.

Reserves:—Bombardier A. Watson, H.K.V.C., and Mr. J. H. Pidgeon.

Any one desiring to witness the shooting is invited to do so.

SINGAPORE OBJECTS TO MORNING SHOTS.

The Singapore team, in view of the coming match with Hongkong and Shanghai, should consider very seriously whether, taking the range as it lies, it is prudent to risk the chances of success on morning shoots.

Frankly, we (Singapore) do not think it is. To get down to the range early, must mean something of a rush for those who have to go long distances, and the mere fact that one man who had to go to Balesier from Alexandra Park made top score, is an exception that does not detract from the general force of the reason against anything like a sense of hurry before an important shoot.

Then no man is properly in tune early in the morning. His circulation and nervous system need time after sleep to get into true working equilibrium. And for that reason it will be found that a man at his best, as regards a well-ruled down temper, some time in the afternoon, after a moderately easy day. In the morning, again, there is the certainty that two or three men will have anxiety about getting back to office; and even if that feeling is not acutely present, most of the men feel that the day is still to come, with all its duties and engagements.

The Singapore team, therefore, in view of the fact that this is not conducive to the entire equanimity that every good team Captain should endeavour to assure to his men.

AN UNFAVOURABLE CONDITION.

Then, again, and this is a powerful reason, there is the fact that taking the final strain of the long range shoot on an intensifying light and a generally rising temperature, is from the physical point of view, a very unfavourable condition, for Europeans at least.

A few men may not know that they feel the effect of this in their shooting, but those who are more sensitive to small changes feel it acutely, whether they realise it or no. And as it is practically at the longest range team matches are won, the risk of making this the most difficult period in the shoot, implies a great responsibility on some one.

In the afternoon again all the conditions are altered for the better as regards the nervous condition of a team. Men are settled down for the day and everything in them is in true balance. There is no more work to be done, nothing to bother about, no sense of any subsequent duty to be done or appointments to be kept. Everything makes for the exclusion of every disturbing influence, and for the facility of concentration on the business in hand.

The light at the longer ranges gets steadily and serenely disappears, and the barrel of the rifle keeps perceptibly cooler than in a morning shoot. Winds are apt to rise as the morning goes on and the sun gets higher, but in the afternoon the tendency is for the atmosphere to settle and for the light to steady down, the eye easily keeping in unison with the slowly changing light.

THE CAPTAIN'S RESPONSIBILITY.

The real thing for a team Captain to do on getting on the ground, is not to decide when to begin his shoot, but when it would be safe to end it. Then work back from that to the time to begin. The presence or absence of cloud will be the chief factor in guessing what the light will be when firing should cease, and good range arrangements can enable the whole time of firing a match to be calculated up to a ten minutes' margin. For the various reasons given above morning scores at 600 yds. will be found to vary widely from the mean team average; those made late in the afternoon will keep much closer to the team average, and be possibly as much as two points a man better.

Which makes ten times the amount wanted to win or lose a match. The writer of these notes will be glad if they are of any service to young shots. At any rate they may help to promote consideration and experiment.

"SMOKER" AT KOWLOON.

A very enjoyable concert was given by the employees of the Kowloon Docks in their grounds last night. Conditions could not have been more perfect—bright, cloudless sky, with brilliant moonlight, the atmosphere delightfully cool, a well-arranged programme, and attentive hosts. The *Societate Philharmonica*, a very able orchestra, set the ball rolling with an excellent interpretation of the grand march "Here, there and everywhere." This was followed by "Father O'Flynn" sung by Mr. E. O. Murphy in his well-known style. He was deservedly encouraged though no response was accorded—and wisely, considering the length of the programme, and the lateness of the hour when the concert commenced. Mrs. Penfold was extremely nervous when she appeared and commenced the pretty song "Sing me to sleep," but the nervousness gradually wore off, the notes became truer, and the song the second verse very sweetly indeed, and with much pleasing expression. These remarks, indeed, also apply to her rendering of "Oh, Promise me"—that ever-popular drawing-room ballad, which she gave in the second part. In the absence of Mr. Walston, Mr. Timms then favoured the audience with a very pretty solo, well played. He was followed by Mr. Edwards, who gave a fine interpretation of "A gay butterfly." Mr. W. Terrill, notwithstanding the fact that he was suffering from a sore throat, gave that beautiful song "Try to forget," which he sang very well though his hoarseness was very noticeable. The close of the first part was brought about by the orchestra playing selections from the "Belle of New York," and after an interval they opened the second part with "Hunky Dory," admirably played. Mr. Hume followed with "Garibaldi" which was very well sung. Mr. Walston who had now arrived, amused the audience with his "Imitations of children," "Courtship and marriage," and the "Pantomime." Mr. Pearson's violin solos, selections from Maritana and Marche de Twining, were very pleasingly rendered and much appreciated. These were followed by Mr. Murphy's interpretation of the "Prodigal." "The Crown of Gold," played in fine style brought the concert to a close, after which the audience sang the first stanza of "God save the King." Launched to the Hongkong visitors to and from the dock and everything was done for the comfort and welfare of the guests who spent a most delightful evening.

CHAU TUNG SHAN'S

HONGKONG PROPERTY ATTACHED.

Coming at this juncture the attachment of Chau Tung Shan's property in Hongkong caused considerable comment, on account of which a representative of this journal made some inquiries. As a result it was learned—authoritatively that this attachment had no connection with the Canton matter, but was the outcome of a purely local affair.

Having given two promissory notes for \$10,000 each by way of a security for an employee, to the Sun Tak Bank, the employee having absconded application was made to Chau for payment of his security, but the application was either ignored or overlooked in the pressure of other matters, and the bank brought suit in the Supreme Court of Hongkong, obtained a decree *ex parte*, and the attachment followed. This is returnable on the 27th inst.

HONGKONG CORINTHIAN YACHT CLUB.

Started in September of last year, the Hongkong Corinthian Yacht Club is already quite a flourishing association, having a membership of 71 and a balance in hand of close upon a \$100.

The annual general meeting of the members was held at 35, Queen's Road Central last evening, those present being the Hon. Dr. Clarke, M. O. H. in the chair, Messrs. M. McIvor, W. H. Donald, E. M. Hazeland, J. W. Bains, P. Gibson, F. Howell, J. Hand, W. A. Crane, Inspector Withers and J. Reidie, secretary.

ANNUAL REPORT.

The annual report was presented as follows:—The Committee have much pleasure in submitting to you the Club's Annual Report and Accounts for the year ending 31st September, 1905.

The club which is only in its infancy started in September last and has now a membership of 71. The club deeply regrets to have to record the death of Mr. Thorne, one of its original members, who took great interest in the affairs of the club, and was a part owner of the *Ariel*. The subscription and entrance fees for the year amounted in all to \$395, and the expenditure to \$301.76, leaving a balance of \$93.24 in the good of the club, which may be considered as satisfactory enough to a young club just started. There were seven of the one-design class racing during the season, and six users took part in the races provided for that class. The *Nina* won the Club's Championship with 48 points; the *Gull* took second prize with 22. In the cruiser class the *La Cigale* took first prize (a cup presented by the Vice-Commodore of the club), and the *Elia* took second prize given by the club.

The points gained by each boat during the season are as follows:—

48 points *Athlete* 2 points
Gull 22 " *Cam* 1 "
Waratah 10 " *Ariel* 1 "
Hibertia 5 "

CRUISER CLASS.

La Cigale 20 points *Marjorie* 4 points
Elia 14 " *Active* 2 "
Aileen 10 " *Dart* 3 "

The Commodore's Cup was won by *Hibertia* and the Hume Cup by *Athlete*. The cup presented to the club by the *China Mail* was sailed for under the auspices of the Hongkong Yacht Club, and was won by *Waratah*. The sports presented by Mr. Denison were won by *Gull* and *Nina* respectively. The thanks of the club are due to Mr. Hume, *China Mail* and Mr. Denison for presenting prizes to the club, and to a public who kindly came forward to swell the membership ship, without whose support we could not be in such a prosperous position, also to Mr. Thorne who kindly audited the accounts.

The prospects of the club for the coming season are brightening, with the building of two new boats of the one-design class by Mr. King, who expects to have them launched in six weeks' time.

The Chairman proposed, and Mr. Howell seconded, that the report and balance sheet be adopted and passed.

Carried:—The following office-bearers were elected by ballot: commodore, Hon. Dr. Clarke; vice-commodore Mr. E. M. Hazeland; secretary, Mr. J. W. Bains; treasurer, Mr. J. Reidie; official treasurer, Mr. W. A. Crane; committee: Messrs. J. Hand, M. McIvor Gibson, and Howell.

ALTERATION IN RULES.

Mr. Hazeland moved that rule 13 be amended as follows: "The rudder plate shall not exceed 3/16th of an inch in thickness nor two square feet in area."

Mr. Donald seconded.

Carried.

Mr. Donald brought forward several matters of importance including the desirability of the erection of a club house, the questions of securing a launch to follow the races and of devising a system of signalling for a launch to take yachts in tow when desired. These were referred to the committee.

On the proposition of Mr. Donald it was agreed to place on record the club appreciation of the services of Mr. J. Reidie as secretary. A vote of thanks to the commodore brought the meeting to a close.

THE FLOATING MINE DANGER.

The floating mine danger zone extends well south of the S.E. promontory is further proved by the receipt of the following telegram from the Commissioner of Customs at Chefoo, handed to the N. C. D. News by the Coast Inspector:—

Chefoo, 3rd October.
Mine seen yesterday Lat. 35° 21' N., Long. 122° 36' E.

This location is right in the track of shipping N.E. Promontory. Lighthouse bears N. 2 E. (mag) distant 94 miles, and this mine was seen therefore not very far from the scene of the disaster to the C.M.S. *Helakko*.

As we recorded in our account of the catastrophe, the survivors of the *Helakko* had barely time to escape with their lives, and everything they had in the way of personal belongings with them was lost. In the cases of the native passengers and crew this is a serious matter and the sufferers would seem to have a claim at all events to be considered sympathetically against the belligerent whose mine caused the explosion. Unfortunately it can never be ascertained certainly whether the mine was Russian or Japanese, and it would seem fair therefore that the duty of compensation should be shared by the two Governments. At all events representations might be made on such lines, and we have reason to believe they might be successful.

THE INTERNED RUSSIAN WARSHIPS.

AT SHANGHAI.

Confirming the report printed in these columns from an interview given to a representative of the *Hongkong Telegraph* by a Hongkong merchant recently returned from Shanghai, we find that one after another the interned Russian warships and transports in the Northern port are taking their turn in being drydocked for cleaning and repairing.

Last week we reported the fact that the *Svir* and the *Yaroslav* had been docked in the Old Dock of S. C. Farnham, Hoyd Co., Ltd. From Northern exchanges received this morning we learn that the transport *Wladimir* was docked at the Cosmopolitan Dock, of the same firm, on the 2nd inst.

THE Y.M.C.A.

AN EXPLANATION.

We have received the following from the secretary of the Hongkong Y.M.C.A. (European department):—

A statement by its Committee of Management regarding the Class Distinctions alleged to have been set up by the European Department of the Young Men's Christian Association of Hongkong:—

"This association has been under fire in the public press during the last few months, but has hitherto remained silent. No doubt this silence has been interpreted by many as an admission of the truth of the statements and charges therein made. Such an interpretation is incorrect. The failure to speak up to this time has been partly due to the fact that many of the attacks have borne unmistakable marks of insincerity. This has been evident not only from the many untruthful and misleading statements made (when the real truth could have been ascertained with a little pains); but also from the generally rancorous tone of the attacks in question. The chief reason for our silence was the desire not to complicate a very difficult question at a time when we were endeavouring to arrive at a solution that would be satisfactory to all concerned, and when we, the Committee, in view of the interests and difficulties involved, were not yet in a position, nor it appeared, to speak for the Association.

"The limits of this letter preclude our taking up the last untruthful and misleading statements and dealing with them one by one, nor would any useful purpose be thus served. Let us at once to the root of the matter.

"What is the charge? Briefly, that the members of this Society, organized under the well known name given above, have deliberately decided to exclude from their membership certain classes, namely, non-Europeans and Service men.

"At the outset, instead of picturing these members as a lot of pharisaical Christians, who look with disdain on the Gentile world, let us see who they are—these 100 men. Roughly speaking, 80 of them are active members, that is, members of Christian churches; not saints, but men of flesh and blood; not men who 'pose' as Christians and say, 'I am holier than thou,' but men who acknowledge their own weaknesses and seek the help that comes in the service of the church. If these men were to be arraigned before a competent judge, no doubt, each one of them would be found to have at least a modicum of class prejudice, and perhaps some of them would have a considerable amount of it. It is a well-known fact that the entire 80 would be as free from any as 80 men chosen from the local community.

"Thirteen of these 80 men compose the Committee of Management, which has the responsible direction of the Association's affairs. This Committee is selected annually by ballot by the active members.

"The other 80 men are 'associate' members, that is, they make no profession of membership in any church. It is a well-known fact among the Associations the world over that these men join the Society on account of its club features.

"Against whom, then, is the above charge aimed? Manifestly it could not be justly aimed at the associate members. Nor can the active members be held responsible, for to the Committee of Management has been delegated the power to pass upon all applications for membership. This Committee, then, accept the responsibility whatever action has been taken.

"We did sanction temporarily the setting up of certain limitations to membership. Why? Not from any class prejudice, but with real regret that conditions seemed to demand such a course.

"The plan of organization of this Society in Hongkong is what is known as the 'imperial plan,' and is successfully used in the West. This plan provides for separate Associations for the various sections of the community, each with its own independent management, but all bound together by one Board of Directors, on which each Association has its representatives. This plan grew out of experience in the West, which has shown that more effective work could be done by Associations formed for the different sections of the community. The success of this plan has been largely due, no doubt, to the fact that these different Associations have themselves desired separate Associations, and have not been imposed upon by the local conditions in Hongkong.

"It is evident, however, that the local conditions in Hongkong are not as propitious for the successful working out of this plan as in the West, but it was hoped at the inception of the movement here that these separate Associations would be organized before there was any ungrounded suspicion that the Associations already formed were animated by any class feeling. To this end the constitution provided for Chinese, European, Army, and Navy Associations, with a clause stating that Departments would be formed as the work might demand. In addition to those named, the management had in mind the formation of Associations for the college students, and non-Europeans other than those mentioned.

"For reasons that are immaterial to this discussion the time has not yet seemed ripe for the launching of these various Associations, and the managers, knowing that class distinctions are a fact in Hongkong life, saw that the original scope of this department would have to be widened, since it would be unchristian to exclude any class for whom no provision had been made. In bringing this about two things have been taken into consideration, (1) the feeling (right or wrong) on the part of the members that this department was intended exclusively for those who stood at the back of us financially; demanded that we should move with caution; and (2) our obligation to those who stood at the back of us financially, and our obligation to those who stood at the back of us financially, and our obligation to those who stood at the back of us financially.

"At a general meeting of the members held on the 18th of September it was found that a majority were in favour of admitting soldiers and sailors. This Committee, therefore, having arrived at a probable solution of the difficulties involved, at its regular meeting on the 2nd of October, voted unanimously to admit any and every service man but any person who might apply."

COMMERCIAL.

INDO-CHINA.

Messrs. J. A. Sullivan & Co., Shanghai, write in their weekly share report of the 5th inst., concerning shares of the Indo-China S.N. Co., Ltd., as follows:—Despite the rumoured coalition of the three local steamship companies towards a rise in coastwise freights which should have come into operation yesterday, Indo-China barely hold their place and for the moment there are no forward buyers.

SHANGHAI SHARE MARKET. Advice from Shanghai, dated 6th October, state:—Business reported:—Shanghai and Hongkong Wharfs at Tls. 187½ for October. Tugs "Pref" at Tls. 47½. Farnham Road at Tls. 144½ for Oct. Chinese Engineering and Mining Co. at Tls. 10 B.S. and Tls. 9.50 B.S. from Hongkong. Astors at Tls. 27 for Oct. Flours at Tls. 86. Pu's at Tls. 144½.

TO-DAY'S EXCHANGE. *Selling.* London—Bank T.T. 111 5/16. Do. Demand 111 1/16. Do. 4 months' sight 111 1/16. France—Bank T.T. 144 1/2. America—Bank T.T. 147 1/2. Germany—Bank T.T. 148 1/2. India T.T. 145 1/2. Do. Demand 145 1/2. Shanghai—Bank T.T. 9 5/8. Singapore T.T. 9 5/8. Japan—Bank T.T. 9 5/8. Java—Bank T.T. 9 5/8.

1 months' sight L.C. 11 13/16. 6 months' sight L.C. 11 13/16. 30 days' sight San Francisco & New York 42 1/2. 4 months' sight do. 48 1/2. 30 days' sight Sydney and Melbourne 210 1/16. 4 months' sight France 240. 1 months' sight 250. 4 months' sight Germany 203 1/2. Bar Silver 238 1/2. Bank of England rate 25 1/2. Sovereign 10.25.

OPIUM QUOTATIONS.

To-day's quotations are as follow:—Per picul Malwa-New 1,080. " Old 1,150. " Older 1,240. Oldest 1,300. Per chest Patna New 1,002 1/2. " Old 1,035. Patna New 987 1/2. " Old 1,005. Patna (Paper) 100.

To-day's Advertisements.

THE HONGKONG FROZEN

FOOD SUPPLY.

FINE AUSTRALIAN LEMONS.

AUSTRALIAN SMOKED FISH.

FRESH CANADIAN SALMON.

See our Price List on page 8.

"HEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENALDER" FROM ANTWERP LONDON AND STRAITS.

CONSIGNEES OF Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 16th instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 23rd instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 16th instant, at 11 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co. Agents.

Hongkong, 9th October, 1905. [1009]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"LIGHTNING," Captain J. G. Spence, will be despatched for the above Ports, on TUESDAY, the 17th instant, at 2 P.M.

For Freight, apply to DAVID SASSOON & Co., LIMITED, Agents. Hongkong, 10th October, 1905. [1001]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"LIGHTNING," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 2 P.M. of the 12th instant, will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co. LIMITED, Agents. Hongkong, 10th October, 1905. [1001]

Intimations.

THE

ROBINSON PIANO

COMPANY, LD.

PRACTICAL

PIANO

EXPERTS

MANUFACTURERS, TUNERS

AND

REPAIRERS.

